

CLASSIFICATION **CONFIDENTIAL** 25X1
Approved For Release 2003/08/06 : CIA-RDP82-00457R009800040003-1 25X1
COUNTRY Germany (Soviet Zone) REPORT NO. 25X1
TOPIC Cottbus Airfield 25X1

EVALUATION see below PLACE OBTAINED 25X1
DATE OF CONTENT 30 October and 3 November 1951
DATE OBTAINED 25X1 DATE PREPARED 28 November 1951
REFERENCES 25X1
PAGES 2 ENCLOSURES (NO. & TYPE)
REMARKS

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1. Between 9 a.m. and 2 p.m. on 30 October 1951, 39 to 41 twin-engine aircraft with double rudder assemblies were parked at Cottbus airfield. Visibility was from 15 to 20 km. The configurations of three of the planes differed from the planes previously observed at the field. The aircraft had an additional cabin, which was fitted with a sliding top. The antenna mast was on top of the front cabin. These planes had a pilot, a radio operator, and an air observer or tail gunner. The nose of the fuselage was metal. The planes had no aircraft armament but a belly turret.

These three aircraft made flights of 15 minutes. The crew was changed before each take-off. (1) About 30 flying personnel were observed at the take-off point. Between the take-offs, the planes were refueled from a tank truck. At 2:30 p.m. when flying was discontinued, the three planes headed southeast.

2. No change was observed on the radio beacon and the spotlights at the lower pond. A radio truck was parked in the eastern section of the field about 200 meters south of the runway during flying activity. (2)

3. The ammunition dump was about 300 meters north of the northwestern side of the runway. (3) Seven igloos with fire fighting equipment were observed. The taxiway extended 500 to 700 meters east of the west end of runway toward the ammunition dump.

4. On 3 November, 30 twin-engine bombers were parked at the field. There was no flying.

Comments.

(1) The three aircraft are possibly the trainer version of the Pe-2 which was repeatedly observed at Soviet-occupied airfields in the Soviet Zone of Germany and Austria. The second cockpit, possibly occupied by a trainee, is mounted higher than the front cockpit and is believed to be shiftable to the rear.

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- (2) The radio installation is the outer landing beacon, for pin-point location of beacon, [REDACTED]
 - (3) For location of ammunition dump, [REDACTED]
 - (4) The airfield is still occupied by a bomber regiment equipped with Po-2s.

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